

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) Windshield wiper device for a motor vehicle with at least one molded tube (10, 20) to accommodate a drive shaft to drive at least one wiper arm, wherein the at least one molded tube (10, 20) can be attached to a holding element (11, 21) that can be connected to a body, and to a stub (12, 22) accommodating a mounting plate tube, whereby at least two first and second connecting bridges (14, 15, 23, 24) are provided to attach the at least one molded tube (10, 20) to at least one of the holding element (11, 21) and the stub (12, 22), whereby an impact force (F) acting on the at least one molded tube (10, 20) and therefore on the connecting bridges (14, 15, 23, 24) is strengthened by a lever arm design, whereby the first and second connecting bridges are formed so that the first connecting bridge tears first before the second connecting bridge tears as a result of the impact force, and wherein the connecting bridges (15) are arranged like elbow levers.
2. (Cancelled)
3. (Previously Presented) Windshield wiper device according to Claim 1, characterized in that the connecting bridges (14, 15, 23, 24) can be subjected to tension and/or bending over their entire cross-section via the impact force (F) acting on the lever arm design.
4. (Previously Presented) Windshield wiper device according to Claim 1, characterized by connecting bridges (14, 15, 23, 24) each of which has a different cross-section.
5. (Cancelled)
6. (Previously Presented) Windshield wiper device according to Claim 1, characterized in that the connecting bridges (14, 15, 23, 24) feature predetermined breaking points.

7. (Currently Amended) Windshield wiper device for a motor vehicle with at least one molded tube to accommodate a drive shaft to drive at least one wiper arm, wherein the at least one molded tube can be attached to a holding element that can be connected to the body, characterized in that the holding element features a cross-section reduction in the area of the attachment of the at least one molded tube to the holding element, whereby the molded tube is connected by at least first and second connecting bridges to the holding element, whereby the first and second connecting bridges are formed so that the first connecting bridge tears first before the second connecting bridge tears, and wherein the connecting bridges (15) are arranged like elbow levers.
8. (Original) Windshield wiper device according to Claim 7, characterized in that the cross-section reduction is located in the area of a maximum bending moment or a maximum tensile stress.
9. (Previously Presented) Windshield wiper device according to Claim 1, wherein the connecting bridges attach the molded tube to the holding element.
10. (Previously Presented) Windshield wiper device according to Claim 1, wherein the connecting bridges attach the molded tube to the stub.
11. (Previously Presented) Windshield wiper device according to Claim 1, wherein the connecting bridges attach the molded tube to both the holding element and the stub.
12. (Previously Presented) Windshield wiper device according to Claim 3, characterized by connecting bridges (14, 15, 23, 24) each of which has a different cross-section.
13. (Cancelled)
14. (Previously Presented) Windshield wiper device according to Claim 13, characterized in that the connecting bridges (14, 15, 23, 24) feature predetermined breaking points.

15. (Previously Presented) Windshield wiper device according to Claim 5, characterized in that the connecting bridges (14, 15, 23, 24) feature predetermined breaking points.
16. (Currently Amended) A windshield wiper device for a motor vehicle with at least one molded tube for receiving a drive shaft adapted to drive at least one wiper arm, the molded tube being attached to a holding element that can be connected to a body, and the molded tube being attached to a stub connectable to a mounting plate tube, the molded tube being attached to the holding element and to the stub by first and second connecting bridges formed so that in the event of an impact force the first connecting bridge tears first before the second connecting bridge tears, wherein the impact force is strengthened by a lever arm design of a connecting lever, and wherein the connecting bridges are formed as elbow levers.
17. (Cancelled)
18. (Cancelled)
19. (Previously Presented) A windshield wiper device according to Claim 16, wherein each of the connecting bridges has a different cross-section.
20. (Previously Presented) A windshield wiper device according to Claim 16, wherein the connecting bridges have predetermined breaking points.
21. (New) Windshield wiper device according to Claim 1, wherein each of the connecting bridges includes an elbow connected to the tube.

22. (New) Windshield wiper device according to Claim 21, wherein each of the connecting bridges includes generally linear portions extending from the elbow, one of the generally linear portions being connected to the holding element and the other of the generally linear portions being connected to the stub, and the generally linear portions defining an obtuse angle having a vertex defined by the elbow.
23. (New) Windshield wiper device according to Claim 7, wherein each of the connecting bridges includes an elbow connected to the tube.
24. (New) Windshield wiper device according to Claim 23, wherein each of the connecting bridges includes generally linear portions extending from the elbow, one of the generally linear portions being connected to the holding element and the other of the generally linear portions being configured to be connected to the stub, and the generally linear portions defining an obtuse angle having a vertex defined by the elbow.
25. (New) Windshield wiper device according to Claim 16, wherein each of the connecting bridges includes an elbow connected to the tube.
26. (New) Windshield wiper device according to Claim 25, wherein each of the connecting bridges includes generally linear portions extending from the elbow, one of the generally linear portions being connected to the holding element and the other of the generally linear portions being connected to the stub, and the generally linear portions defining an obtuse angle having a vertex defined by the elbow.